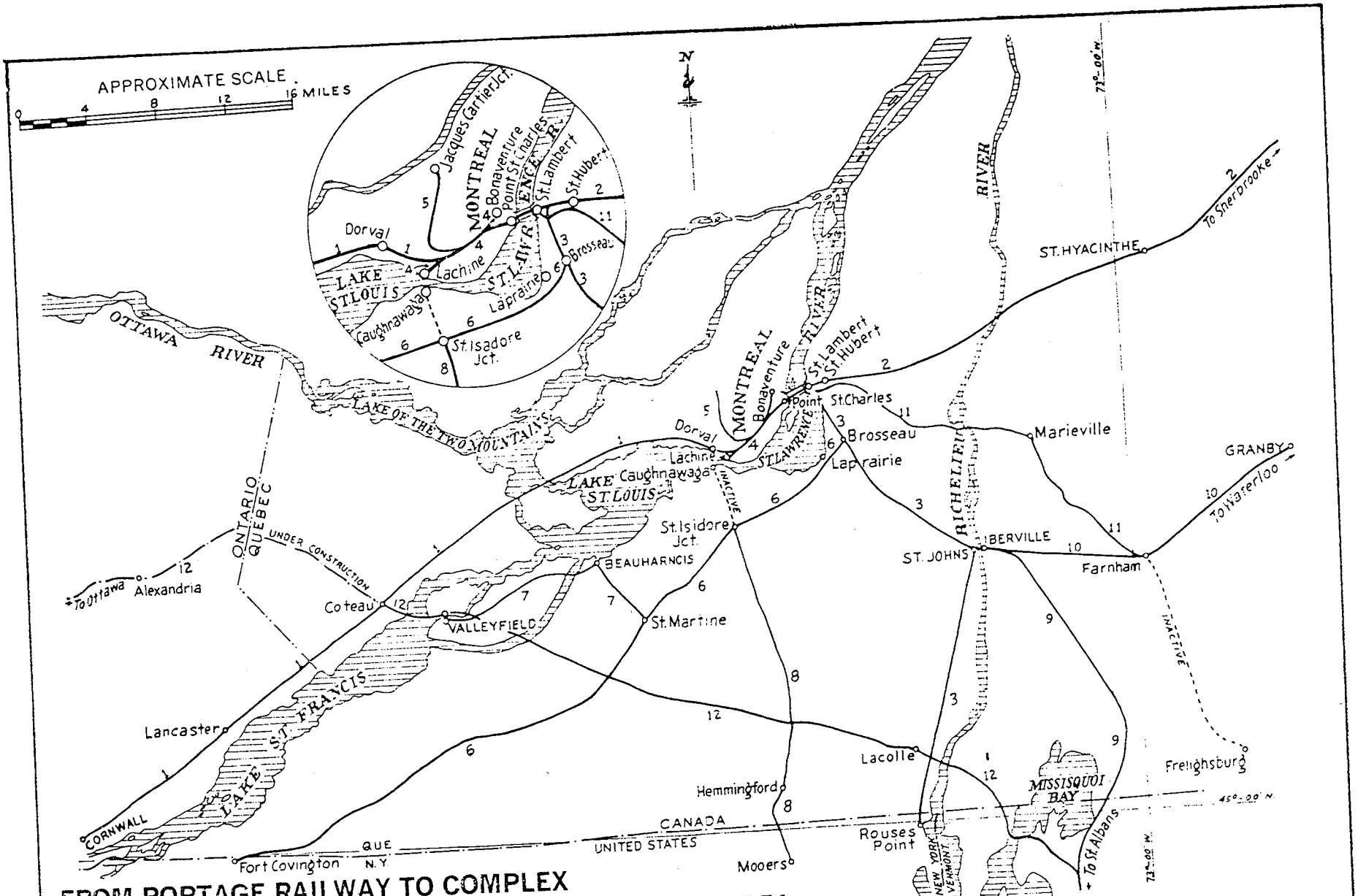
RAILWAYS OF SOUTHWESTERN QUEBEC.

C. H. RIFF



FROM PORTAGE RAILWAY TO COMPLEX
GRAND TRUNK PROGRESS IN THE MONTREAL AREA
1864-1890

1 The Grand Trunk Railway of Canada. 2 The St. Lawrence and Atlantic Railroad. 3 [illegible] 4 The Montreal and Lachine Railroad. 5 [illegible] 6 [illegible]

7 The Beauharnois Junction Railway. 8 The Lake St. Louis and Province Line Railway. 9 The Montreal and Vermont Junction Railway. 10 The Stanstead, Shefford and Chambly Railroad. 11 The Montreal, Portland and Boston Railway. 12 The Canada Atlantic Railway

The Grand Trunk Southwestern Quebec Lines

THE MONTREAL AND CHAMPLAIN JUNCTION RAILWAY COMPANY
THE UNITED STATES AND CANADA RAILROAD COMPANY
THE MASSENA SPRINGS AND FORT COVINGTON RAILROAD COMPANY
THE BEAUHARNOIS JUNCTION RAILWAY COMPANY

The triangle of southwestern Quebec which reaches vanishing point at the head of Lake St. Francis lies in the path of a natural route westward from the New England seaboard, skirting the northern flanks of the Adirondacks and the wild lakelands which lie to the west of that mountain chain. In the eighteen-eighties when Sir Henry Tyler and Joseph Hickson began to realize the menace of Canadian Pacific competition, this area came under scrutiny. Having consolidated their New England holdings by a reorganization of the Central Vermont group, the Grand Trunk management sought to guard against a descent on that area by their Canadian rival. A number of growing settlements—Beauharnois, Valleyfield, Howick, Ormstown and Huntingdon—offered a certain amount of traffic, but the main Grand Trunk purpose was to arrange connections with American railroads which might be useful in a struggle with the Canadian Pacific.

Tyler had an instrument in hand in the charter of the Montreal and Champlain Junction Railway Company which had been incorporated on May 12th 1870 to build feeders radiating from his Montreal-Rouses Point line. This authority lay fallow until 1880 when a branch westward from Brosseau, 9 miles south of Montreal, was placed in work. On January 1st 1881, the first section of 12 miles to St. Isidore was opened for traffic. Thereafter construction continued in leisurely fashion; the St. Isidore-Howick section (15 miles) was completed two years later, and the final section, from Howick to the international boundary by way of Ormstown and Huntingdon (35 miles) was opened on December 24th 1883.

The cost of this line may be taken as the subsidies obtained plus bonds issued. Dominion, provincial and municipal aid amounted to $275,000 and First Mortgage Bonds were sold to a value of $839,986—in all about $16,000 a mile.

On December 1st 1880, when the first section was nearing completion, the property was leased to the Grand Trunk for 21 years. Its absorption by the parent company followed in the general amalgamation of April 1st 1893.

Extension into the United States

A mile beyond the international boundary, at the crossing of the Salmon River, lay Fort Covington. On March 24th 1883, articles of association had been filed for the incorporation of the United States and Canada Railroad Company, with authority to traverse this mile. The line was built that summer and was opened for traffic on December 20th of that year. On September 12th 1884 similar articles of association were filed upon behalf of the Massena Springs and Fort Covington Railroad Company, for the construction of a line which would link up the towns named in the title. At Massena Springs connections were available with the Rome, Watertown and Ogdensburg Railroad, which afterwards became an element in the New York Central system.

Construction of this extension began in October 1884. Time was of no moment and more than four years passed before the line, 21 miles in length, was opened for traffic on January 1st 1889. By then the Fort Covington and Massena Railroad had ceased to exist; on May 17th 1887 it had been merged with the spur at the international boundary (the United States and Canada Railroad Company) whose name it bore thereafter. In the following September the latter company had been placed under lease by the Grand Trunk, the consideration being a guarantee of bonds to a maximum of $15,000 a mile.

At the October meeting that year Sir Henry Tyler, in presenting the lease for approval, announced that the only liability incurred by the Grand Trunk was £1,500 per annum, the interest on certain outstanding bonds. He was vague on details, and the exact terms of the transaction remain obscure to this day; the statutory reports of the Grand Trunk admit, "Many of the original subscriptions have been cancelled and others obtained, but there is no official record of the fact, nor any stock register . . . the early records of the Company are fragmentary and imperfect. . . ."

The Beauharnois Branch

The final Grand Trunk venture in this area was the Beauharnois Junction Railway Company, incorporated in April 1877

to provide connections for centres in southwestern Quebec not served by the Montreal and Champlain Junction line. This branch ran north from Ste. Martine to Beauharnois, thence west to Valleyfield; the line, 19 miles in length, was opened for traffic on January 1st 1889. It already had been taken over by the Grand Trunk on similar terms, and on the same date, as the United States and Canada Railroad. Sir Henry Tyler was greatly pleased with this transaction; in presenting it to his shareholders he said: "I do not think that anything can be held to beat the bargain that we have made. . . . Mr. Hickson was able to obtain subsidies from the Dominion and Provincial parliaments for the railway and something additional for an iron bridge to carry road and rail traffic over the Chateauguay river; and these subsidies have happily covered the cost, so that in the Beauharnois line you have a railway 20 miles long through a very prosperous country, and you have got it for nothing."

It may have slipped Sir Henry's memory that the Grand Trunk had taken over Beauharnois Junction bonds to the value of $86,000, paying for them with 4% Consolidated Debenture Stock of the Company. The subsidies and grants-in-aid, however, had been on a very generous scale, amounting in all to $241,473, or at the rate of $12,700 a mile.

THE MONTREAL AND SOUTHERN COUNTIES RAILWAY

In the closing years of the last century the electric railway had ceased to be a nine days' wonder. By 1897 Montreal tramways were carrying 32,000,000 passengers annually over 82 miles of track. On June 29th of that year the Montreal and Southern Counties Railway Company was chartered to establish an interurban electric service between Montreal and the market towns of the Eastern Townships. These vigorous settlements nestling in the shelter of the great buttes or beside the bright lakes, had begun to attract secondary industries. For such enterprises the rapidity and the frequency of electrical services gave them advantage over steam.

Canadians have caution in their bones. The striking successes of urban electric transport did not generate any sudden enthusiasm for its interurban application. Eight years passed in negotiations which advanced the project in little degree. In 1905, however, it was learned that the Grand Trunk Railway was considering the very enterprise for which the Montreal and

A LITTLE CARELESSNESS CAUSE OF FOUR DEATHS.

Globe

An Employee of the Atlantic & Lake Superior Railway Threw Down What He Supposed to be an Empty Box, and Great Explosion of Dynamite Followed.

Nov 16 1908

(Special Despatch to The Globe.)

Campbellton, N.B., Nov. 13.—Information was received here to-day from Paspebiac, Que., of a most disastrous explosion which occurred at Port Daniel, Que., a short distance below Paspebiac, on the line of the Atlantic & Lake Superior road, in which four men were killed outright and three were seriously injured. The names of the victims were not learned. There were three crews working on the new tunnel which is being cut at Port Daniel, and at 12 o'clock on Wednesday night, just as the night crew were coming to work, a blast was being set off. The man in charge had taken some dynamite from a box and made the charge ready, after which he threw the box on the ground, thinking it to be empty. An explosion followed almost instantly, blowing four men who were near at the time to atoms. Three of the men killed are said to have belonged to Paspebiac and one to St. Godfrey.

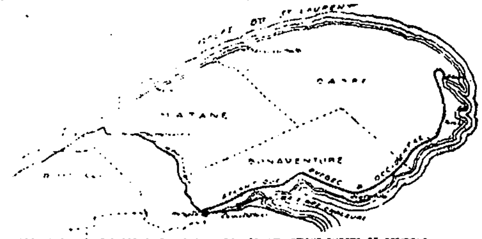
Three men who were injured by flying rock will in all probability recover. Had the explosion taken place fifteen minutes later there would have been about thirty men on the scene, and it is likely that the number of killed and injured would have been greatly increased. This has been the first accident of a serious nature that has been reported since the construction began on this new line down the coast.

Toronto Globe.
November 16 1908

Dans la Gaspésie

Un chemin de fer qui ouvrira un port d'hiver dans la Province de Québec. — La traversée en trois jours et demi.

Il est peu de gens qui connaissent ce qu'est le chemin de fer Atlantique, Québec et Occidental, c'est pourtant un chemin en construction, partiellement terminé, exclusivement dans le territoire de la province de Québec, et destiné à développer une de nos régions les plus fertiles, la Gaspésie, en créant des [illegible] tance de ces travaux, il suffit de mentionner qu'il y a vingt-deux ponts, ou viaducs, dont h[illegible]passent cinq cents pieds de l[illegible]gueur et un tunnel, à Cap à l'Enfer, de 800 pieds de longueur, dans le roc vif, dont le percement a coûté la vie à six hommes, victimes d'explosions de dynamite.



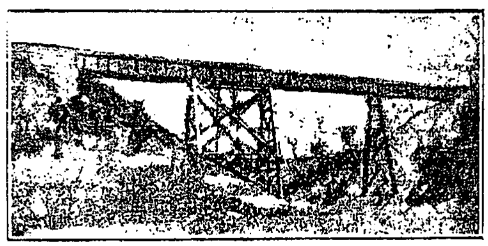
[illegible]

[illegible] jubre [illegible]

Les trois plus grands ponts en construction sont à l'Abus, Bara[illegible] et Douglastown.

Voici d'ailleurs la liste de ces ponts et leur longueur respective.

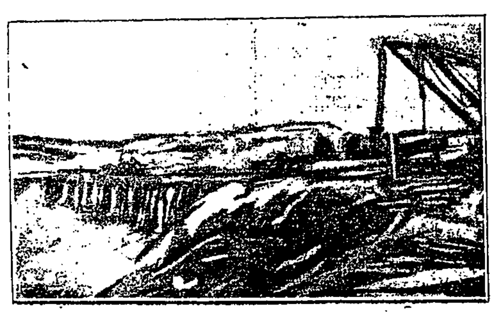
[illegible]	65 pieds
[illegible]	55 "
Shickshake	500 "
Petite Rivière	175 "
Rivière du Nord	500
Viaduc	23 1 2
Anse à la Barbe	243 "
Chignard	500 "



LE QUÉBEC-ATLANTIQUE-OCCIDENTAL. Pont à l'Anse à la Barbe. (9 mars 1909).

[illegible] Percé	500 "
[illegible]	125 "
Anse au Canard	250 "
Grand Pabos	650 "
[illegible]	[illegible]
Petit Pabos	[illegible] "
Grande Rivière	555 "
Brèche à Menon	365 "
L'Anse à Beaufils	820 "
Viaduc	200
Barachois	600
Rosebridge	155 "
L'Anse à Brillant	775 "
Douglastown	655 "

[illegible] Tous ces ponts sont à combinaison pour voitures et piétons ; les approches, fondations et piliers sont en béton armé, les structures sont en acier.



LE QUÉBEC-ATLANTIQUE-OCCIDENTAL. — Le pont sur la rivière du Nord, alors qu'on y décharge de l'acier. (9 mars 1909).

Tous les terrassements sont terminés. L'entreprise générale est à la charge de "The New Canadian Company," dont M. Carpenter, de Londres, est le directeur gérant, et M. Lyons Brown, l'ingénieur.

Les ponts sont construits par la Dominion Bridge Co., de Montréal. Les ponts et la voie sont construits en prévision d'un trafic de première classe, pour des trains filant à une vitesse moyenne de quarante milles à l'heure.

L'Atlantique, Québec et Occidental est construit par une compagnie anglaise dont lord Renfrew est le président.

La Patrie
April 10
1909


St CONSTANT
LA GARE
St CONSTANT, P.Q.

C.N.R. St. Remi-Hemmingford, Que., Line

On its third application for authority to abandon this 14.9-mile section of the track, the C.N.R. met with refusal from the Transport Commission, tempered by the stipulation that application may again be made, in the event of alteration of conditions.

BASED on a judgment written by Commissioner Stoneman and concurred in by Chief Commissioner Cross and Deputy Chief Commissioner Garceau, the Board of Transport Commissioners issued order 62,060, March 31, in the matter of the application by Canadian National Rys. under Sec. 165A of the Railway Act and Sec. 2 (3) of the Canadian National-Canadian Pacific Act, 1933, and all other appropriate statutory provisions, for authority to abandon operation of its Hemmingford Subdivision in the Province of Quebec, between St. Remi, mile 6.4, and Hemmingford, mile 21.3, a total distance of 14.9 miles. The order recited that the application had been heard at Montreal, Oct. 30, 1939, and Oct. 20, 1941, and said:—"It is ordered that the application be, and it is hereby, dismissed, without prejudice, however, to a future application being made if and when it can be shown that means of transportation, other than rail transportation, are available to the people in the territory affected, or that conditions have otherwise substantially changed."

This was the third application which the C.N.R. had made to the Board for authority to abandon this line. The first was filed Jan. 18, 1935, and was dismissed by order 52,772, of Feb. 15, 1936, without prejudice, however, to any future application. The second was filed Aug. 22, 1939, and was heard at Montreal, Oct. 30, 1939. On Oct. 18, 1940, the Board addressed a letter to the Quebec Department of Roads, stating that the question had been raised as to the location of a new provincial highway projected from the international boundary, northerly, in proximity to the portion of railway line proposed to be abandoned. The Quebec Department of Roads replied to the effect that it did not propose to construct a highway near the railway line; it was added that it had begun construction of a highway between the State of New York and La Prairie, and that its layout would not be affected by the abandonment of the C.N.R. St. Remi-Hemmingford Line. The matter was then allowed to stand for a period. On Aug. 28, 1941, I. C. Rand, K.C., Commission Counsel, C.N.R., was advised that if the C.N.R. wished to proceed with the case it should apply for a re-hearing. On Sept. 5, 1941, Mr. Rand stated that it was the C.N.R. desire to have the matter brought up for final consideration, and applied for a re-hearing at a time and place to be fixed by the Board. The Board later advised all concerned that the matter had been set down for hearing at Montreal, Oct. 20, 1941. At the hearing, L. Cote appeared for the C.N.R., and V. Dupius, K.C., M.P., for the affected municipalities.

The C.N.R. submitted many figures and Commissioner Stoneman's judgment notes that there was a considerable decrease in traffic between 1936 and 1940, the 1940 business having been 35% below that of 1936, with most of the decrease experienced in freight traffic in milk and cream. Freight traffic as a whole in 1940 was 54% below that of 1936, while the milk and cream traffic decreased 72%. On the other hand, there was an increase of about $500 in passenger revenue. The C.N.R. submitted revenue figures for the first eight months of 1941 and 1940, and extension of these figures for the two complete years shows that the 1941 revenues, approximately $11,500, were about 1,000 less than those of 1940.

A detailed analysis of the freight movement on the branch line shows that in 1936 there was a special outbound movement of potatoes and other vegetables, 38 cars of such products having been shipped to other points on the C.N.R. In 1937, there was a special inbound movement of road building materials, totalling 25 cars. In 1938, there was a special outbound movement of hay and straw, a total of 25 cars having been shipped. In 1940, there was no such special movements, with the result that the total carloads handled in 1940, inbound and outbound, were only 44, compared with 62 in 1939, 78 in 1938, 76 in 1937 and 93 in 1936.

Operating expenses have been high in relation to the revenue. There has been some curtailment of expenses, viz., from $26,611 in 1936, to $26,439 in 1937, $23,898 in 1938, $19,116 in 1939, and $18,630 in 1940. Maintenance of way and structures expense decreased from $12,806 in 1936 to $9,514 in 1940. The C.N.R. figured that the system loss on the line for 1939 was $7,200, and for 1940, $6,099.

Included in the C.N.R. exhibits was a map showing the railway line and the highways of the locality. The judgment shows the mileage from various points on the line to existing and proposed highways, and it is noted that St. Remi siding is the only railway shipping point which it would be practical for shippers to make use of, because it would be the only means of direct connection with Montreal, their marketing center.

Commissioner Stoneman quoted from a judgment of the late Chief Commissioner Guthrie of the Board, in a case in which an application for abandonment had been dismissed; the late Chief Commissioner Guthrie had stated in part:—"In practically all of the applications for abandonment which have come before the Board, the loss sustained by the railway from the operation of a particular line has been manifest and in some cases very serious. But this Board has uniformly decided that loss sustained by the railway of a line of railway is not of itself sufficient to justify the abandonment of the line. It must also be shown that the community resident in the territory affected, and the industries established therein, will not be unduly inconvenienced or prejudiced by such action on the part of the railway company. In other words, it must be demonstrated that the local community will not be unreasonably deprived of access to their properties and to markets and to shipping facilities for their produce either by railway, highway or other means of transport. The issue in each case where abandonment is sought resolves itself into a question of 'whether the loss and inconvenience to the public consequent upon the abandonment outweigh the burden that continued operation of the railway line involved would impose upon the railway company'."

Commissioner Stoneman concluded his judgment in the following words:—"As stated, earlier in this judgment, this matter was heard June 25th, 1935, and order No. 52,772, dated 15th February, 1936, issued, dismissing the application. Conditions have not materially altered since that time, except, because of war conditions, restrictions have been placed on the use of gasoline and rubber, which may drastically curtail highway transportation of goods and passengers.

"Therefore, I think that the application should be dismissed, without prejudice to a future application being made if, and when, it can be shown that means of transportation, other than rail transportation, are available to the people in the territory, or that conditions have otherwise substantially changed."

C.N.R. Passenger Car Exterior Finish

Should a color experiment now being undertaken prove successful, passenger equipment in use on the Canadian National Railways will in future present a different appearance. The first car to undergo the test is one of the newest type diners which left Montreal on April 21 on the "International Limited", operating to Toronto and Chicago. The color scheme, developed by the system architect and applied at the Montreal Car Shops, is a distinct change from the green hue now standard with all C.N.R. passenger cars.

For the test the body of the car is painted a warm grey color, with bands of orange top and bottom, outlined in darker grey. The roof of the car is painted in gunmetal grey and the undercarriage in black. The window frames are in aluminum. The Canadian National lettering and insignia are also in orange, outlined in dark grey.

The dining car to which the new colors have been applied has been in service for more than three years. It is necessary to repaint and renovate passenger cars after three years on the road. Should the color plan stand the test and be adopted, it will be applied to cars only when they are sent to the terminals

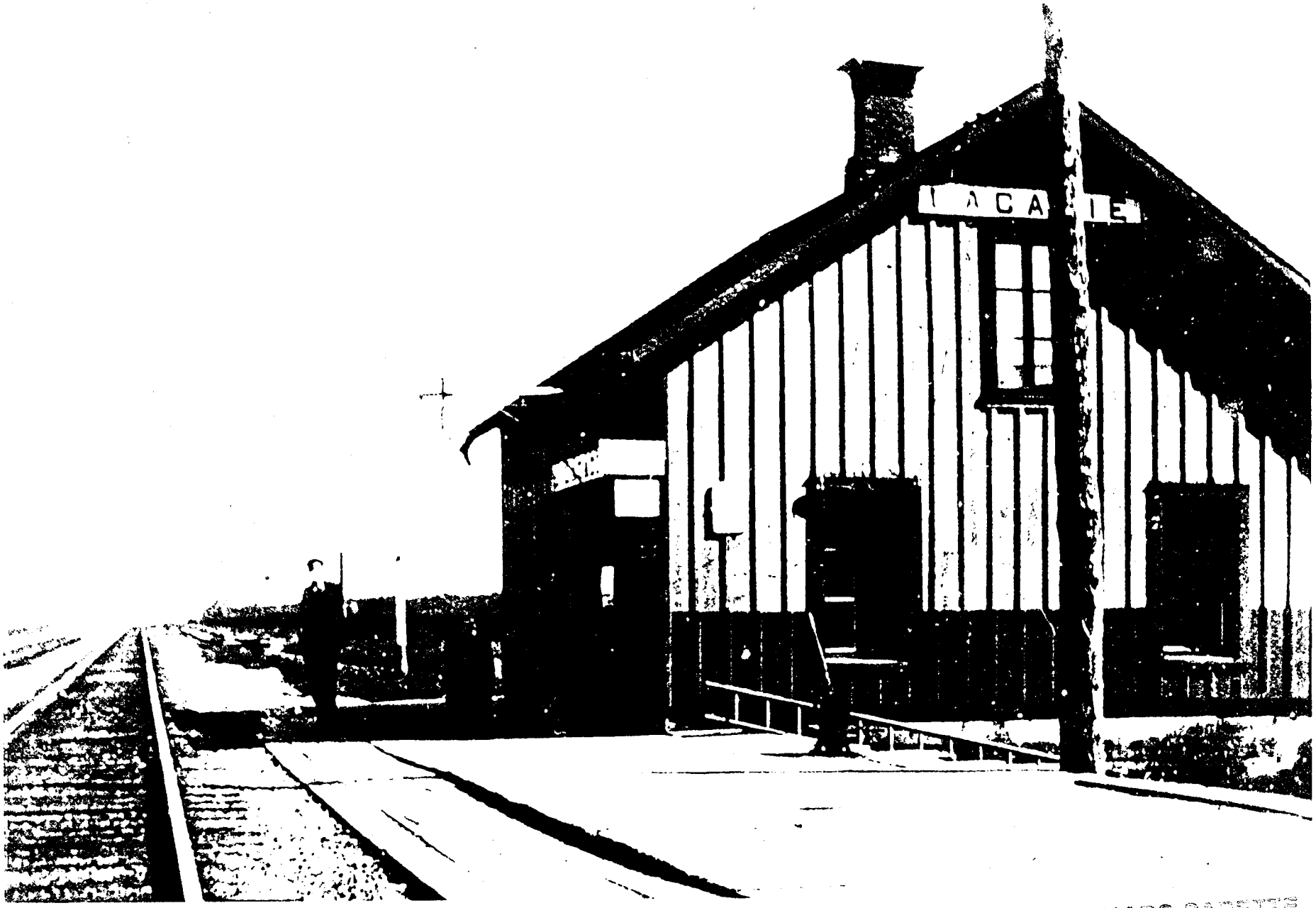
Huntington

Country Town

FC 2945

H85·565

MAC



MARC CARETTE
23, RUE PERREAULT
LÉVIS, QUÉBEC
G6V 5J4
(418) 837-5662
(418) 651-7849

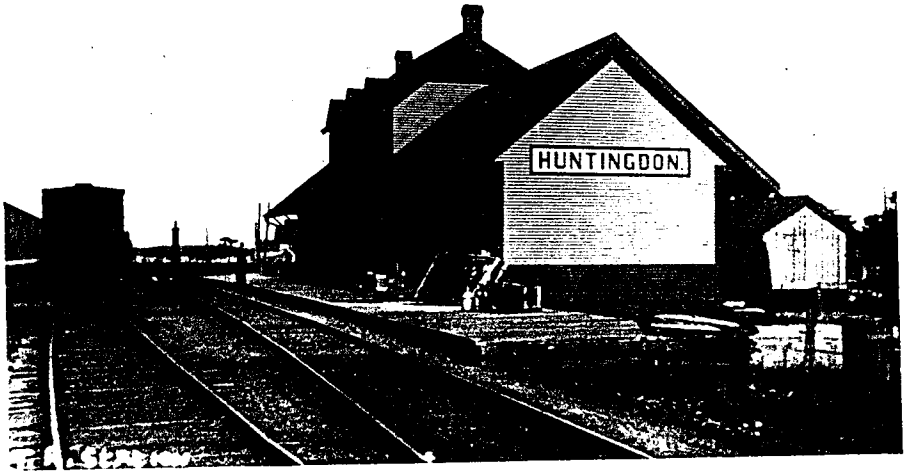
G-R L'ACADie ca-1906

Coll ANC

Hemmingford, Que. G. T. R. Station.

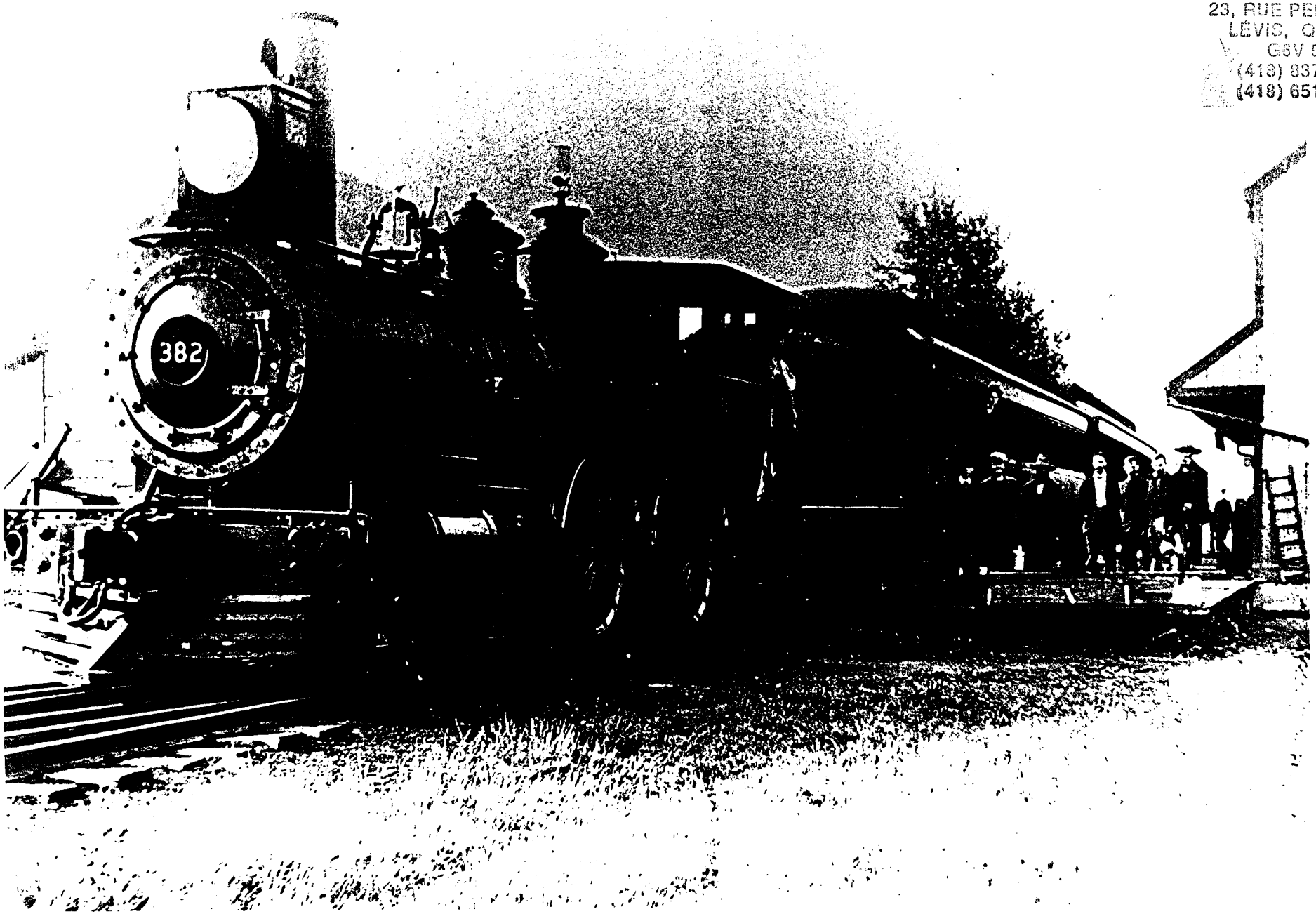
MARC CARETTE
23, RUE PERREAULT
LÉVIS, QUÉBEC
G6V 5J4
(418) 837-5662
(418) 651-7849

HUNTINGDON P/SN 21



GTR HUNTINGDON 439 N14

MARC CARETTE
23, RUE PERREAULT
LÉVIS, QUÉBEC
G6V 5J4
(418) 837-5662
(418) 651-7849



GtR Whites

208 No 8

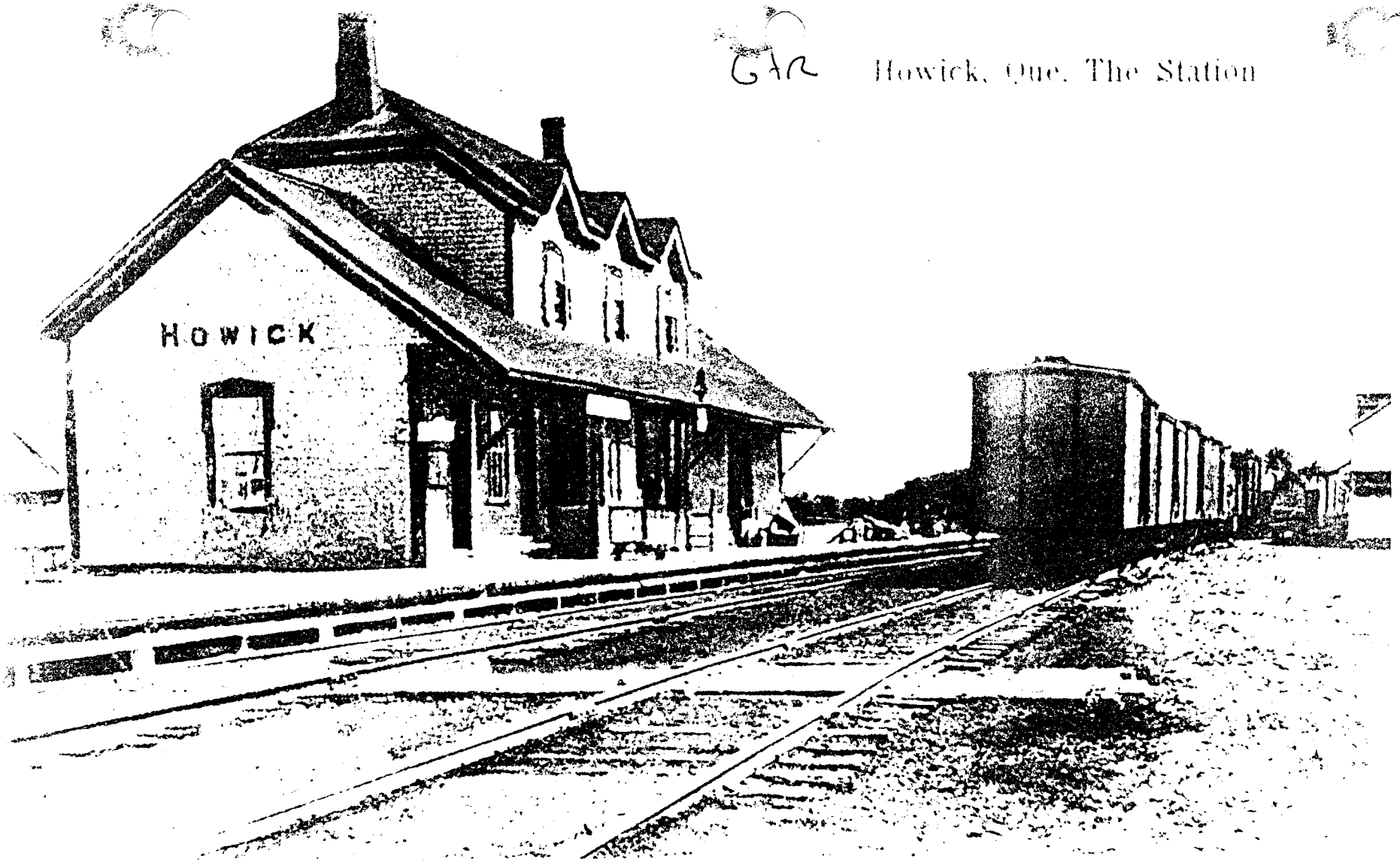
MARC CARETTE
23, RUE PERREAULT
LÉVIS, QUÉBEC
G6V 5J4
(418) 837-5662
(418) 651-7849

GTR ORMSTOWN

MARC CARETTE
23, RUE PERREAULT
LÉVIS, QUÉBEC
G6V 5J4
(418) 837-5662
(418) 651-7849

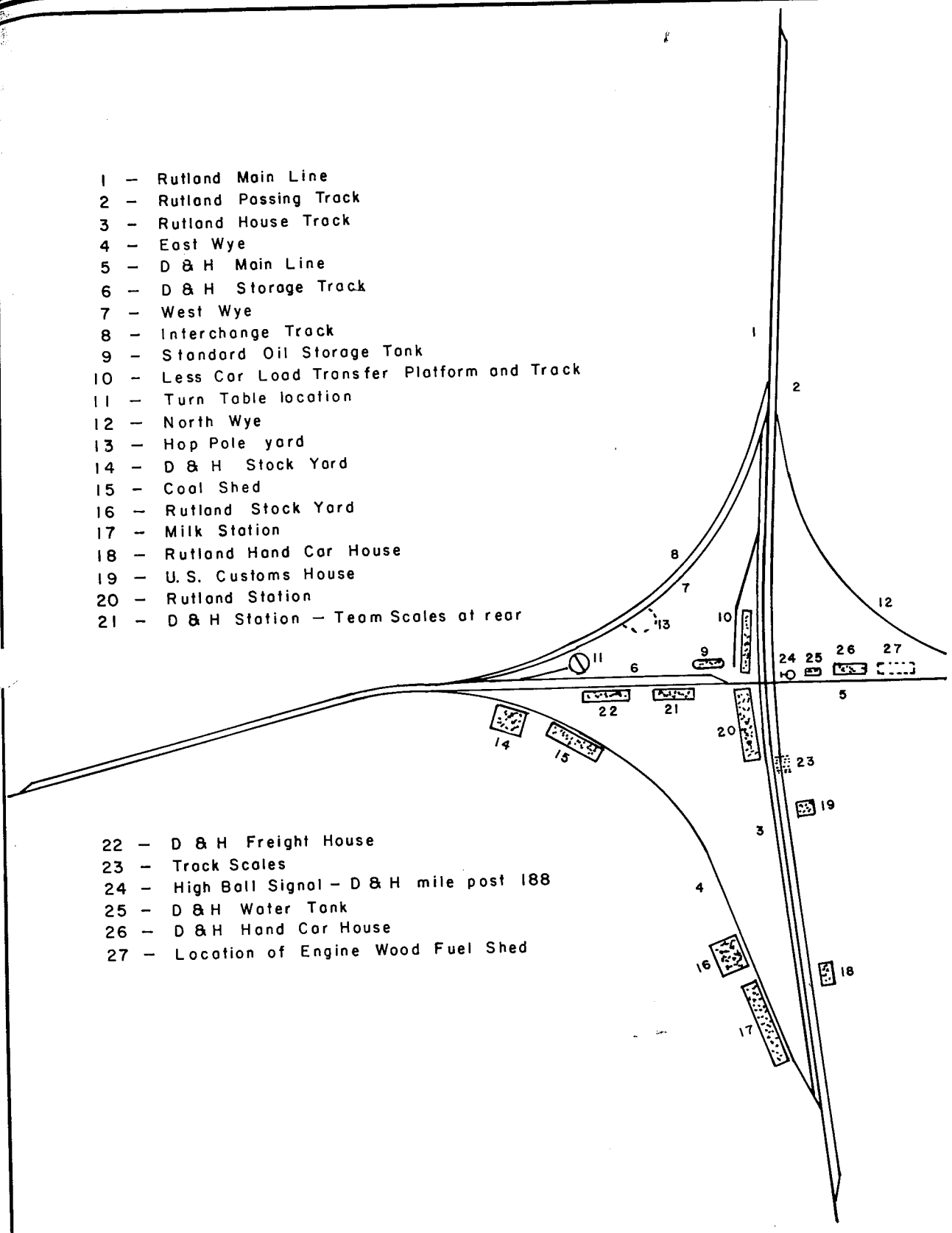
47 0N 22

GAR Howick, Que. The Station



MARC CARETTE
23, RUE PERREAULT
LÉVIS, QUÉBEC
G6V 5J4
(418) 837-5662
(418) 651-7849

1 – Rutland Main Line
2 – Rutland Passing Track
3 – Rutland House Track
4 – East Wye
5 – D & H Main Line
6 – D & H Storage Track
7 – West Wye
8 – Interchange Track
9 – Standard Oil Storage Tank
10 – Less Car Load Transfer Platform and Track
11 – Turn Table location
12 – North Wye
13 – Hop Pole yard
14 – D & H Stock Yard
15 – Coal Shed
16 – Rutland Stock Yard
17 – Milk Station
18 – Rutland Hand Car House
19 – U. S. Customs House
20 – Rutland Station
21 – D & H Station – Team Scales at rear



22 – D & H Freight House
23 – Track Scales
24 – High Ball Signal – D & H mile post 188
25 – D & H Water Tank
26 – D & H Hand Car House
27 – Location of Engine Wood Fuel Shed

wg 5/88

through the good service that they had given from the beginning. To offset the rail connection of the Vermont Central the Rutland & Burlington in a bold new move, had a large freight car ferrying boat built to handle the freight cars across to the M. & P. The Oakes Ames could handle 11 or 12 cars and was also fast. With an unlimited amount of freight to move the boat was put on a fast non stop schedule night and day. Over a thousand cars a month were moved.

All of this traffic was handled through Mooers Jct., although the VC made strenuous efforts to divert it. Eventually the VC did take over the R & B but at a disastrous lease rental that headed them toward bankruptcy and they failed to gain any traffic.

Freight movement to and from Canada must have been of a fair amount but the only information found was in an employee timetable dated May 9, 1870, which follows.

North Bound

	Express	Mail	Freight	Mixed
Plattsburg	6:00 am	6:50 pm	8:00 am	2:10 pm
Mooers Jct.	6:50	7:54	9:35	3:40
Boundry Line	7:15	8:00	9:46	

South Bound

Boundry Line	6:10 pm	7:40 am	4:30 pm	
Mooers Jct.	6:16	7:47	4:43	10:30 am
Plattsburg	7:20	8:35	6:20	12:00 N

With the 70's came the prospect of a gain in passenger traffic for Mooers Jct. The Delaware & Hudson, now carving a niche for itself in the rocky cliffs along Lake Champlain, was at last headed north and 1875 saw their arrival in Plattsburg. That fall service began between New York and Plattsburg and a little later was extended on to Mooers Jct. and a connection with the trains of the Ogdensburg & Lake Champlain. Also with this came the fulfillment of the Canadian partner's name of the Montreal & New York. But the new owners of the old Plattsburg & Montreal has other plans. Secret negotiations were going on that November of 1875. The Victoria bridge has been completed across the St. Lawrence in 1859, giving the Grand Trunk entrance to the city for its lines to Portland and to Rouses Point. The D & H were intent on making this latter place the connecting point for their New York – Montreal Business.

The formation of this arrangement was a big step forward in luxury travelling and called for a proper celebration. Accordingly special train was made up for an inaugural trip from New York to Montreal, with a most distinguished list of passengers including John Jacob Astor, J. P. Morgan, and Cornelius Vanderbilt and President Grant was invited but was unable to come. The train consist was in keeping with the passengers. Engine Saratoga, baggage car, hotel car, seven Wagner Palace cars and an open Baldwin coach. The party spent the night in Plattsburg and the following forenoon, November 17th, 1875 about 10:30 a.m. arrived at Mooers Jct. Here a short stop was made for the train had to be delivered to the Ogdensburg & Lake Champlain railroad for movement to Rouses Point. News of the event had gone throughout the community and a motley crowd was on hand to behold the elegance of the new train and no doubt hoping to catch a glimpse of some of the distinguished dignitaries on board. The O & LC crew took over and the train pulled out for Rouses Point. Figures are not available but it is a safe bet to say the number of persons on hand far outnumbered those present when the Plattsburg and Montreal railroad arrived 23 years before.

Regular service was soon inaugurated via this route with a stop at Champlain for passengers, and for a year Mooers Jct. and a segment of the O & LC were handling main line passenger service. But in the summer of 1876 the D & H started the construction of a cutoff from near West Chazy to Rouses Point and at the close of the year trains were moving that way.

It is entirely probable that it was at this time that the through train service between Plattsburg and Montreal via Mooers Jct. and Hemmingford was discontinued and the sections were thereafter operated as branches of their respective companies. Although they were branches, there was interchange of freight and passengers at both Hemmingford and Mooers Jct. although the rails of each company ended at the boundry line. For train operations a workable set up was agreed upon, the Grand Trunk extending the operation of their line on to Mooers Jct. and their public time tables and employee timecards showing Mooers Jct. as the end of their branch and likewise the end of the D & H branch coming in from the south.

For train schedules, there were two trains each way per day except Sundays. A D & H mixed train went north in the forenoon to Hemmingford where they delivered any freight cars they had to the Grand Trunk, turned their train on the wye, and returned to Mooers Jct. Late in the afternoon the Grand Trunk mixed train came out from Canada with any freight cars they might have for the D & H. Although the interchange of cars, loaded or empty, took place as above, the billing of the cars listed Boundry Line as the interchange point.

As there was no wye at Mooers Jct. for turning a train, the Grand Trunk backed their train to Hemmingford rather than pay the extra charge that would have accrued to the O & LC in using the wyes that were there. The Hemmingford branch had now been bisected by the Grand Trunk line from Montreal to Massena, N. Y., at St. Isadore Jct., thus giving the former a direct entry into Montreal. The part from St. Isadore Jct. to Caughnawaga was thereupon abandoned and taken up.

Then in the last years of the 70's, to the North Country there came a "Name" train in the form of the White Mountain Express but popularly dubbed The White Mountain Flyer. This was a summer train, Chicago to Fabyans in the White Mountains of New Hampshire. Out of Chicago on the Michigan Central to Suspension Bridge at Niagara Falls, where it was delivered to the Rome, Watertown & Ogdensburg Railroad in the evening. Early the following morning there was a brief stop at Watertown, where they picked up two sleepers from Syracuse, then on to Norwood, N. Y. where the O & LC took over for the run on to Rouses Pt. The train by this time was sporting a consist of, at the height of it's popularity, eleven cars, made up as follows: Baggage, smoker, and nine Wagner sleepers. Due at Mooers Jct. at 9:10 in the forenoon, old timers forty years later were still remembering the train. At Rouses Point it passed onto Central Vermont rails for handling via Montpelier and on to the Connecticut River line.

CHAMPLAIN DIVISION.

The first through D. & H. timetable, in effect November 17, 1875.

LEAVE.	GOING NORTH. Mail. 1	Mon'lEx. 7	Mixed. 23	Mixed. 31
Albany	8.00 AM	11.45 PM		
Troy	8.10	11.50		
Schenectady	8.00			
Whitehall	11.05 AM	2.30 AM	5.00 AM	2.50 PM
Chubb's Dock	11.26		5 35	3.25
Dresden	11.32		5.50	3.40
Putnam	11.43		6.15	4.20
Patterson	‡11.52		6.40	4.40
Ft. Ticonderoga Ar				
Ft. Ticonderoga Lv				
Ticonderega				
Baldwin Ar				
Baldwin Lv				
Ticonderoga				
Ft. Ticonderoga Ar				
Ft. Ticonderoga Lv				
Addison Junction	12.10 PM	3.28	7.00	5.10
Crown Point	12.30		7.40	5.50
Port Henry	12.50	4.04	9.00	6.30 PM
Westport	1.20		10.10	
Wadham's Mills	‡1.27		10.30	
Whallonsburg	1.36		10.50	
Willsborough	1.55		11.35	
Port Kent	2.25	5.38	1 20 PM	
Valcour	2.40		1.50	
Plattsburg Ar	2.55	6.10	2.30	
Plattsburg Lv		7.30		
Salmon River		7.55		
Lapham's Mills		8.10		
Peru		8.22		
Harkness		8.44		
Ferrona		9.00		
Ausable Ar		9.15		
Ausable Lv	10.00 AM			
Ferrona	10.17			
Harkness	10.32			
Peru	10.53			
Lapham's Mills	11.03			
Salmon River	11.20			
Plattsburg Ar	11.45 AM			
Plattsburg Lv	3.15 PM	6.30	4.00 PM	
Beekmantown	3.23	6.40	4.20	
Chazy	3.33	6.52	4.40	
Sciota	3.45	7.04	5.00	
Mooers Junction	3.55	7.15	5.35	
Champlain	4.20	7.35	6.22	
Rouse's Point	4 30	7.45	6 40 PM	
Montreal Ar	7 00 PM	10.00 AM		

LEAVE	GOING SOUTH. Mail. 6	N.Y.Exp 8	Mixed. 24	Mixed. 32
Montreal	9.05 AM	3.00 PM		
Rouse's Point	11.15	5.10	4.00 AM	
Champlain	11.25	5.20	4.18	
Mooers Junction	11.40	5.35	5.00	
Sciota	11.54	5.47	5.25	
Chazy	12.10 PM	6.00	5.50	
Beekmantown	12.20	6.12	6.10	
Plattsburg Ar	12.30	6.22	6.30	
Plattsburg Lv			7.30 AM	
Salmon River			7.55	
Lapham's Mills			8.10	
Peru			8.22	
Harkness			8.44	
Ferrona			9.00	
Ausable Ar			9.15 AM	
Ausable Lv	10.00 AM			
Ferrona	10.17			
Harkness	10.32			
Peru	10.53			
Lapham's Mills	11.03			
Salmon River	11.20			
Plattsburg Ar	11.45 AM			
Plattsburg Lv	12.50 PM	6.42 PM	9.00 AM	
Valcour	1.05	6.57	9 35	
Port Kent	1.20	7.12	10.25	
Willsborough	1.35	7.48	11.35	
Whallonsburg	2.16	8.04	12.20 PM	
Wadham's Mills	‡2.28	‡8.12	12.40	
Westport	2.40	8.19	1 20	
Port Henry	3.15	8.45	3.15	5.20 AM
Crown Point	3.35	9.03	4.20	6 20
Addison Junction	3.55	9.20	5.10	7.00
Ft. Ticonder'ga Ar				
Ft. Ticonder'ga Lv				
Ticonderoga				
Baldwin Ar				
Baldwin Lv				
Ticonderoga				
Ft. Ticonder'ga Ar				
Ft. Ticonder'ga Lv				
Patterson	‡4.08		5.32	7.21
Putnam	4.20		5.56	7.45
Dresden	4.31		6.22	8.12
Chubb's Dock	4.39		6.38	8.25
Whitehall Ar	5.00	10.15 PM	7.10 PM	9.00 AM
Schenectady Ar	7.40			
Troy Ar	8.10	1.00 AM		
Albany Ar	8.25 PM	1.10 AM		

‡ Trains stop to leave or take Passengers on signal.

CONNECTIONS.—At Whitehall with Saratoga Division. At Port Kent with Ferry to and from Burlington. At Mooers Junction with Central Vermont R. R. At Rouse's Point with Grand Trunk and Central Vermont R. R.'s. At Montreal with diverging Railroad and Steamboat Lines.

History records of one accident besetting this train. While on the RW & O and in the middle of the night it was derailed with resulting casulties. The size of this train always necessitated double heading, as was the case the night of the accident. Apparently the O & LC road bed was rather rough for one writer of the time refers to the "Lively" ride while thereon, but said the passengers enjoyed it. This train was in existance until around 1885, when the New York Central gained control of the Rome, Watertown & Ogdensburg and put an end to the competition.

Along with the White Mountain Flyer that the NYC took for themselves, they also took a nice movement of freight that the RW & O had been handing to the O & LC at Norwood for rerouting and the Northern road was once again fending for itself. But once again help came from the East. The Central Vermont took control in 1886 and traffic promptly picked up. Heavier CV power appeared with freight runs coming out of St. Albans as their terminal. Long freights westbound of 65 cars on one engine were being handled through Mooers Jct. True they stopped a long way ahead of the 400 foot limit before going over the diamond, thus spotting their train on the down slope of Rhoadse's Hill and giving them an impressive start for the 26 miles climb to Cherebusco. Switching also was going on a large part of each day by CV-O & LC and D & H crews in the interchange of cars, and the long interchange track was coming in handy. These too, were the days of Wooden Cars and Iron Men. Brakemen were brakemen who rode the "Hurricane Deck", (car tops) and "Tied'em Down." when the engineer called for brakes, for power brakes did not extend beyond the engine. No automatic couplers then, and men had to stand in between the cars and guide the link into the slot, the reason why so many men had fingers, or even a hand missing.

Many inovations were tried in those days. A way freight crew on the O & LC used a long rope running from the caboose, over the tops of the cars to the engine for signalling the engineer. This was seen one time between Mooers Forks but was not commonly used and probably proved a nuisance. However, on passenger trains a cord always ran from the engine back through the coaches for use in emergencies. But it still was the way freight crews who came up with ways of getting their work done quicker and easier and with less leg work. An eastbound way freight

would be seen coming into town, with the engine and a car or two ahead in the lead, and the rest of the train cut up into two, three, or four pieces and slowly following. A company switchman was located at the entrance to the yard, the engine crew had handed off a switch list, and the cars were diverted to their respective tracks, all due to that gentle slope of 6/10 of 1%.

The coming of the telegraph in the 1860's and 70's changed everything in the moving of trains. Please note the following from the Employee Time Table, of the Montreal & Plattsburg Railroad, dated May 9, 1870, in the way of instructions.

No. 6 will have right to the road against No. 2 until 7:20 P.M., after which time No. 6 must keep out of the way of No. 2.

The standard time for trains on the Champlain Div. will be the clock at Plattsburg.

All trains will run at reduced rate of speed over the bridge at Plattsburg, and without working steam.

Passenger trains having the right of Road must not leave any Station, or Side Track whereby the Time Table it should pass a Train, until FIVE minutes after its time, per Time Table, and this five minutes allowed safety, must operate at every succeeding Station until the expected Train is passed. Freight and Mixed Trains must keep off time of Passenger Trains.

Geo. A. Merril, Gen'l Supt.

In 1883 a list of the stations and the agent in charge was put out by the O & LC, and is remarkable in that even the smallest places had a station and an agent. The nearby ones are as follows:

Altona —	Pat Casey
Woods Falls —	J.W. Lansing
Centerville (Mooers Forks)	Geo. W. Hotchkiss
Mooers Jct. –	T.E. Winthrop
Perrys Mills –	L.A. Perry
Champlain –	Geo. Clark
Champlain Landing –	H. Clark

The last years of the 80's were booming years, years for freight on the O & LC with its connecting boats out of Ogdensburg and the RW & O at Norwood. In 1887 the tonnage handled was 582,000 and in 1892 had jumped to 1,090,000 tons. Coal and grain accounted for the larger part of the traffic and lumber a third factor, a portion of which being reflected in the interchange at Mooers Jct.

An item of light interest in the interchange at Mooers Jct., back in those days, was the liquor traffic moving from Plattsburg to points west.

This was in wooden barrels, and being less than a carload was transferred through the O & LC freight house. Legend has it that very few left without losing "samples". The method of withdrawing it was never disclosed.

In the 90's, the CV (To whom the O & LC was leased, 1870-1898) put on some heavy freight engines, so heavy in fact that the word went around that they could only be used in winter time when the roadbed was frozen, and it may be that it was at this time that the line was laid with 80 pound steel. It is known that the new power was handling trains west bound of up to 60 cars. These were the busy days at Mooers Jct. with the way freights east and west, on the O & LC spending hours there switching and handling less carload house freight. And the D & H mixed train which did their switching, often used up to an hour extra time to get their work done.

The southeast wye at the back of the D & H station was used as a team track for the loading or unloading of cars. Behond this and toward the south end of the wye Andrew Steenbarge had a coal shed where cars of coal were placed for unloading. These cars, in the light of today, were unique. So small they were almost square and with a capacity of only ten tens, mounted on but a single pair of wheels under each end. They had to be unloaded by hand and a partly unloaded car presented a certain attraction to the boys from the surrounding farms and backwoods, many of whom had never been on a train.

The D & H returning from Hemmingford at about eleven o'clock was good for up to 45 minutes of switching and here the coal car came into play. Cars on the team track had to be pulled out and others put in or moved elsewhere so consequently the engine coupled onto the coal car which was first out and kept it attached for all the switching thereafter until the last move was made and the car returned to its original spot. Mooers Jct. had far more than the usual station to intrigue an interest the farm boys. The wooden station platform was a long, long one. Of plank and six feet wide it started at the east end of the O & LC station where it was 18 inches high by the waiting room. Continuing on it sloped up sharply by the office bay window to box car door height for the length of the freight house. But there it did not end. Turning south across the end of the building and at its full width it dropped down a steep slope to ground level to accommodate a driveway, then up to the 18 inches for the D & H passenger station and lastly up an incline to box car height for the length of the D & H freight house which was a long building with two doors.

This platform had several incentives. The two wheeled handtrucks could be raced from one end to the other, (if you didn't keep it up too long). Standing outside the open office window listening to the strange clicking sound inside, and that spot on the last upward slope to the D & H freight house where, when the Grand Truck train came in around 6:30 at night, the bous could stand and look right in through the cab window, their engines were that small. The older boys climbed to the tops of the box cars in the yard and raced along the cat walks, jumping from one car to the next one. And the still older boys had their turn too. Many of them rode the engines while switching, even taking a hand at firing or at helping the crew handle freight. One kindly O & LC engineer by the name of Clark Wilson was so well remembered by the many who had a ride up in the cab with him.

A "High Ball" signal pole had been erected at the "Diamond" at the Junction, at some unknown date, governing the cross over of trains: A red or green ball, or light, and the following specifications. For the O & LC: A stop 400 feet away designated by a sign, a green ball or light, a whistle signal of medium length to be blown before moving ahead. For the Grand Trunk: A green high ball signal and the whistle. No stop. The D & H : green ball or light, no stop or whistle. The signal was han

was sure to mean the Hemmingford branch. The GT engine on the branch was equipped with a front end plow and even a flanging arrangement that could be operated from the cab. They also did have a certain advantage between Hemmingford and Mooers Jct. for the D & H train or snow plow would have been over the track in both directions before they used it at six o'clock. P.M.

But the O & LC should not be overlooked for they had real winter troubles and the "Ellenburg Cut" could tie up the road for days. Once it had to be opened up by hand labor.

In summer, life on each of the branches could be pleasant. Both crews were home for all meals, work was easy and were seldom bothered with officials. Two men of each crew who constituted a sort of "home guard" and were widely known, were Hugh Brennan, condr. and Dave Palmer, engr. of the D & H and condr. Poupore and engr. Joe Abare of the Grand Trunk.

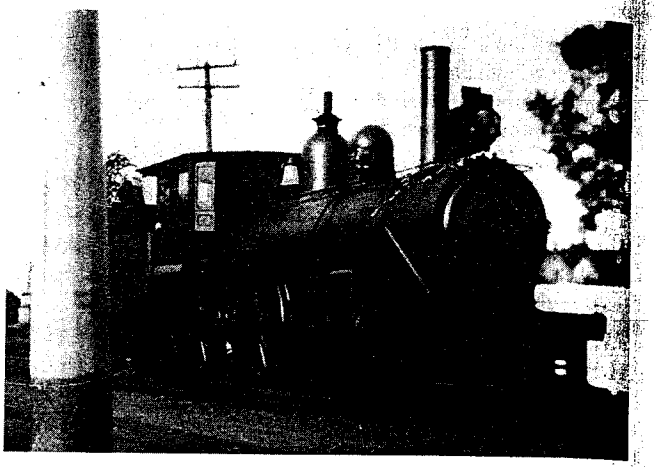
Although the interchange of freight traffic in car loads between the D & H and Grand Trunk over the years had been very modest, consisting mostly of coal going north in the fall and winter and hay and pulpwood south in the winter and spring.

However there came one winter when there must have been a hay crop failure in all points south and business picked up. Eight or ten cars would be on the rear of the Grand Truck when they came out at night and when the number got up to ten or twelve they began making an extra trip out at noon with the freight cars. The maximum came one day when they had nineteen. The little GT engine took full advantage of the down grade from Hemmingford to the Fisher Street road crossing but the upgrade from there pulled them down and the steeper incline south of the Line slowed them to a walk when they lost their footing and stalled. Breaking the train in two they took the first ten on to Jct. and then returned for the other nine. Probably the longest train ever handled on the Hemmingford branch and definitely the only one to "double the Hill". Most of these cars moved back empty later as per governing rules, the greatest number in any one day being 17 which the D & H handled easily.

Somewhere along in these years there was a period when the Grand Trunk ran their pay car in the circuitous route of Montreal to Rouses Point, then west over the O & LC to Mooers Jct., and then north to their own Hemmingford branch. This was always in the forenoon and on one trip they came into conflict with the D & H, a scheduled train also going to Hemmingford. It may be that the pay car had taken longer than expected getting around the wye onto the D & H tracks or maybe the operator at St. Isadore Jct., who was also the dispatcher for the branch, was struck with a yen for hurrying up the pay car (And his pay) and gave him a "Run Ahead" order.

However just over a mile out of town the pay car men were surprised to discover the D & H tight on their heels and gaining. But not for long. With an exhaust shooting upward the pay car pulled ahead, the old freight engine with the low driving wheels was no match for a passenger engine and one car.

In August of 1903 a southbound freight on the D & H mainline out of Rouses Point ran into the open draw over the Chazy River at Coopersville, demolishing the center pier on which was the swing span, thereby tying up their mainline. The first that folks up around Mooers Jct. knew about it was when



A Grand Trunk engine of the type used on the Hemmingford branch.

two Grand Trunk engines, running separately and backing up, came out from Canada about seven o'clock in the evening. These were put in on the siding at the Jct. but shortly afterwards one was found to have leaking flues and was dispatched to Hemmingford where it was exchanged for the branch engine, tied up there for the night.

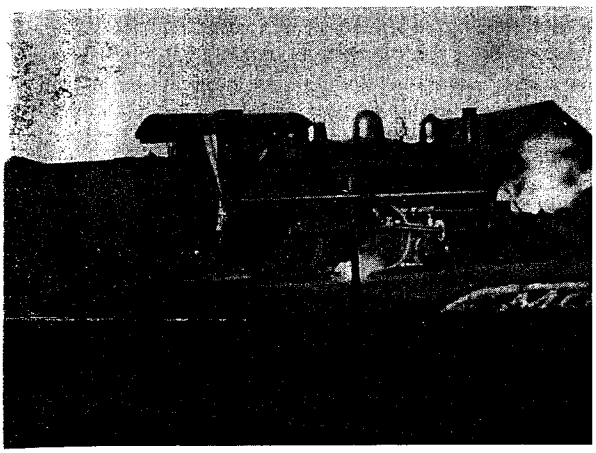
By this time news had gotten around that the mainline trains were going to be detoured through Mooers Jct. and Hemmingford to Montreal, and a crowd of people had gathered around the depot. The relief engine from Hemmingford had arrived and was put into clear on the siding. Two northbound passenger trains had been held at Plattsburg and the first southbound sleeper had left Montreal via the detour.

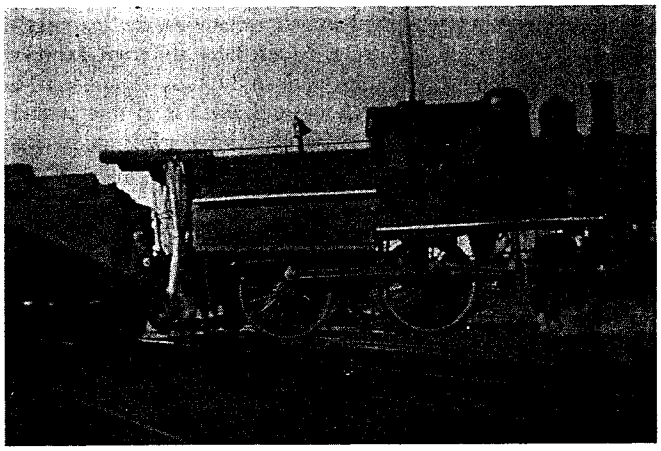
The first train to arrive from the south was the afternoon local with six cars. The D & H engine was cut off and a Grand Trunk substituted and departed. Soon the northbound day Express followed and the process was repeated. Also about this time the westbound passenger train on the Rutland (Former O & LC) came in and a transfer of passengers and mail made.

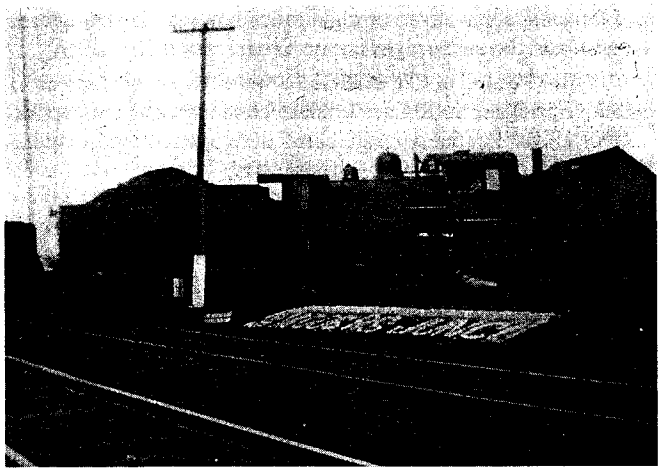
Two D & H engines were now on hand having been turned around by using the wyes to the Rutland tracks. Next was the arrival of the first New York sleeper. When this train came in for many it was the first time they had ever viewed sleeping cars, or even cars with vestibules. Car inspectors were on hand for checking the train before being accepted by the D & H, and after some delay there were the four beeps of the inspectors air whistle and the train departed, the two red rear marker lights plus the two red lanterns on the rear making a colorful exit.

It was after eleven o'clock before the second New York sleeper came in, late because the engineer was not familiar with the route and after dark, and barely escaping stalling on the sharp grade just south of the Line.

This event brought many changes to Mooers Jct. Night telegraphers had to be put on in both D & H and Rutland offices and at Canada Jct. on the D & H, also at Hemmingford and other offices on the Grand Trunk. Car inspectors for both D & H and GT had to be on hand and all engines cut off south bound Grand Trunk trains had to be returned to Hemmingford for turning and holding until brought back to Mooers Jct. for







Three views of D. & H. engines at Mooers Junction. We see here numbers 390, 421 and 438.

hbound train. A Rutland car inspector was needed for D & eights were being rerouted via Mooers Jct. to Rouses Point also these same freights had to have a Rut. pilot engineer. An a passenger train at this time was the movement of a adian military unit called The Queen's Own from Plattsburg lontreal via Mooers Jct. and Rouses Point and was handled brand new, larger D & H engine, the 389.

lovements Between Mooers Jct., and Hemmingford ugust 1903 due to Detouring D & H Mainline Passenger ins over the Mooers and Hemmingford Branches between ttsburg and Montreal. Times are approximate.

ut	5:30 a.m.	southbound	GT engine	(backing)
ut	6:30 a.m.	northbound	sleeper	
ut	7:00 a.m.	southbound	GT engine	(backing)
ut	7:30 a.m.	northbound	sleeper	
ut	9:30 a.m.	southbound	passenger	
ut	10:00 a.m.	northbound	GT engine	(backing)
ut	10:15 a.m.	northbound	D & H branch	passenger
ut	10:45 a.m.	southbound	D & H branch	passenger
ut	12:00 p.m.	southbound	passenger	
ut	12:30 p.m.	northbound	GT engine	(backing)
ut	1:30 p.m.	southbound	GT engine	(backing)
ut	2:00 p.m.	northbound	passenger	
ut	6:00 p.m.	southbound	GT branch	passenger
ut	6:20 p.m.	northbound	GT branch	passenger
ut	7:15 p.m.	southbound	GT engine	(backing)
ut	7:30 p.m.	northbound	passenger	
out	9:30 p.m.	southbound	sleeper	
out	10:00 p.m.	northbound	GT engine	(backing)
out	11:00 p.m.	southbound	sleeper	
out	11:30 p.m.	northbound	GT engine	(backing)

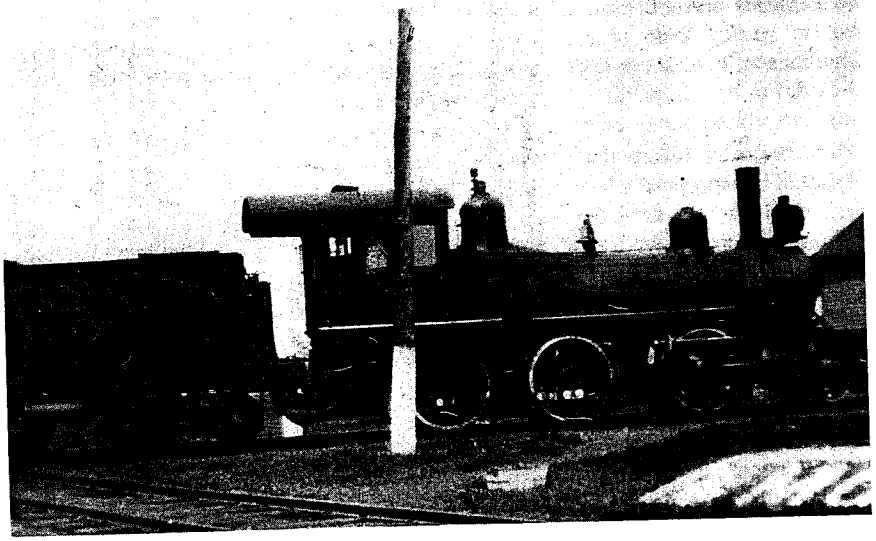
This was an exciting time for Mooers Jct. and one that was g remembered for the total movements of the Rutland trains, s the D & H and the Grand Trunk totals up to 30 to 35 per .

e heyday came to an end. One week later the D & H own a temporary bridge across the river at Coopersville the Mooers and Hemmingford branches went back to their y and quiet existance.

In 1907, 08 and 09 fluid milk companies in New York built a row of milk stations across northern New York on the Rutland road and Mooers Jct. was in on it. A milk train was put on and in time built up to a train of ten to fifteen cars. At some stations cars were placed at the milk station platforms for loading and at the lesser stations the train backed in to their platform and the milk was loaded into cars in the train. These trains operated daily, including Sundays and the agent or operator had to be on hand Sundays for billing out the shipment. At Mooers Jct. the milk moved to Melrose Jct. station in New York City.

But one of the Rutland's predecessors, the original Northern Railroad of New York had hauled dairy products back in its earliest days of 1851 when it handled butter destined to Boston in brand new refrigerator cars that had been constructed in their own shops at Ogdensburgh, the beginning of railroad refrigerator cars. The Butter Train, out of Ogdensburg every Monday night ran down through the years until past the turn of the century when the shipments of fluid milk began to take over. However, in 1910 now reduced to one car it still ran out of Ogdensburg once a week.

Rutland locomotive 2419 at Mooers Junction.



D. & H. 99 is typical of the Moguls which hauled trains between Plattsburgh and Mooers Junction. The usual consist was about 25 freight cars and two passenger coaches. The engines burned hard coal, so produced only a minimum of smoke. This locomotive was built by Dickson in 1890 as number 311, and it served until 1917.

up on some shut-eye. At Ellenburg a stop was made for some routine work and while this was going on some one discovered that the coach had broken loose and was on its way from which it had just come. Luckily the telegraph was by then in use and work was flashed to all the stations, Forest, Altona, Woods Falls, Mooers Forks, Mooers Jct., Champlain and Rouses Point to keep everybody and everything off the track. Apparently there was no train in the area.

With a slope of six tenths of one percent, the car was soon traveling fast, and it was here that the excellence of the road construction, earlier mentioned, paid off on the wide sweeping curves. The first opposing grade was Rhoades' hill, east of Mooers Jct. but the run-away gaily went up and over the top and then picked up more speed dropping down to Champlain. The story tells how a crowd had gathered at Champlain station and pelted the car with tin cans, etc. as it sped by. Between Champlain and Rouses Point there is a rise of considerable elevation but it was soon been approaching Rouses Point. Through the maze of tracks at Rouses Point it leisurely rolled along and out onto the pile trestle across Lake Champlain where it came to a stop.

A statement by the lone passenger on that trip might be of interest but the story ends minus that information. It is not known whether the man was even awake or not.

With the outbreak of World War One in 1914 business on the railroads took on a spurt, both in freight and passengers. A through sleeper was put on from Boston to Ogdensburg, going through Mooers Jct. on the morning train, number 251. Also a through express car was added to the same train Boston to Ogdensburg account the increase in express business. In freight, all available equipment was put into use on all roads in the country.

Then in the 20's with the war over, the D & H with other railroads, adopted a policy of retrenchment and soon filed an application for the abandonment of the Mooers branch. In [illegible] permission was obtained to discontinue the part between Mooers Jct. and the Canadian line. This being joint trackage the Grand Trunk Railway concurred and one day in 1924, date unknown, the last D & H train, and the last Grand Trunk train, passed over the rails between Mooers Jct. and Hemmingford. The spot midway in between called Province Line, then Boundry Line, and lastly just the Line was left to its self to revert back to the wilderness. But it is marked with a small granite monument, one side reading United States, and the other side Canada, and across the front, Treaty of 1842.

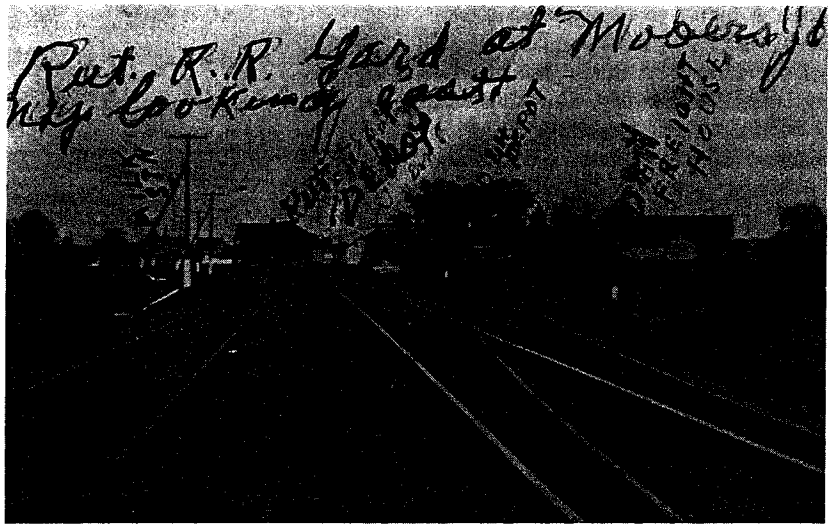
The remainder of the Mooers branch, from the Junction to Canada Jct., was abandoned the following years and the rails on both segments taken up.

Mooers Jct. as a junction was of the past. The JCT so proudly added to the name in 1852 was removed and now it was just Mooers again. A rise, a decline, and demise. Seventy three years, the life span of an ordinary person. However, it fulfilled a need and gave a service to a young land when it was needed, and left many memories behind.

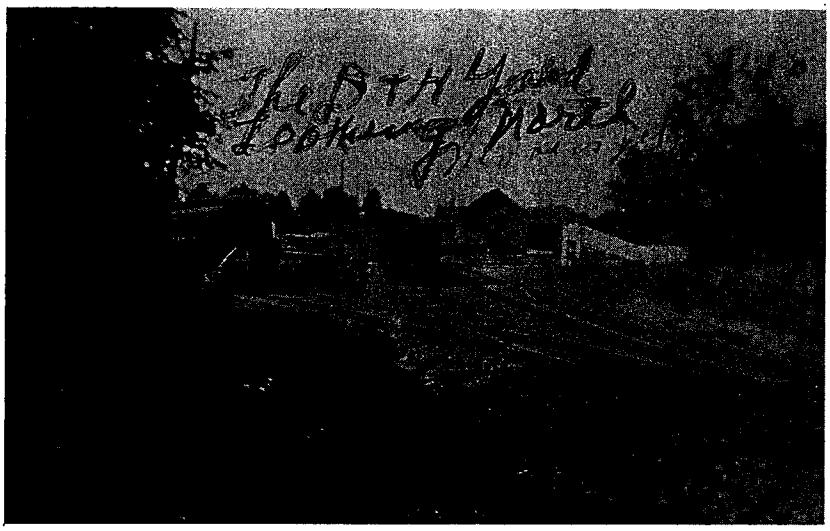
Addenda

The Rutland remained, but a void was there far out of proportion to the missing D & H and Grand Trunk trains. Down through the years of the O & LC, the Central Vermont and the Rutland, all trains coming into town had to slow down and come to a stop 400 feet from the crossover. Then one blast of the whistle and then move on to make the station stop, or if a through freight, to continue on. But now they tore through town with no thought of friendliness, as if to leave the place behind as soon as possible.

Better too, were the freights of earlier days. The little Mogul engines with the 2-6-0 wheel arrangement as the helper on the head end, with a cut of some ten cars between it and the road engine of much larger size, arranged in that order because of



The Rutland yard at Mooers Junction looking east.



The D. & H. yard looking north. Note the ancient coach used in work service.

In the winter of 1904 an odd incident occurred and has remained a mystery ever since. The regular D & H train bound for Hemmingford from Mooers Jct. came to a stop at the Line, and remained there. In a little while a Grand Trunk train was heard coming from Hemmingford and met them there. After some time both trains backed to their respective stations.

Why the D & H did not, or could not, go across the line into Canada that one day is not known. The Grand Trunk train made its regular run out to Mooers Jct. and returned that evening as usual. Inquiry years later at Mooers Jct. brought no information.

Railroading, in the past, has been known as a hazardous occupation, but only one personal injury is known to have happened to Mooers Jct. men.

Willard Wells, section foreman on the Rutland, had both legs broken by a passing passenger train which had a long rod extending out from a car at right angles.

Back in the days of Local Option the town of Mooers was dry but the adjoining town of Champlain was wet and the sale of round trip tickets to Champlain became a noticeable commodity, the return portion of the ticket insuring the holders return. One balmy summer evening, westbound 265 made the usual station stop with the coach directly in front of the station door. Two of the town's prominent and staid citizens were in full view in the coach window and engaged in a serious and motionful conversation. The brakeman's "Board" was unheeded, the train pulled out. But Mooers Forks was ahead, and the train stopped there, only three miles from home.